

It continued Dellums' perfect electoral streak: He hasn't lost an election since he first won a seat on the Berkeley City Council in 1967.

Dellums is now slated to take office on Jan. 1, 2007. He'll replace another veteran political warrior, former California Gov. Jerry Brown, who, at age 69, is waging a battle to become the Golden State's next attorney general.

Over nearly three decades in the House, Dellums championed many liberal causes—opposing the Vietnam War, U.S. nuclear proliferation and President Ronald Reagan's foreign policy—while leading the fight in Congress against South African apartheid.

His liberal views earned him a place on former President Richard Nixon's "enemies list." But he briefly served as chairman of the House Armed Services Committee, losing the gavel after Democrats lost control of the House in 1994.

Generations of California political activists, as well as several prominent black leaders, rallied behind Dellums' mayoral campaign.

"The election of former Congressman Ron Dellums as Oakland's mayor marks the revival of a black-progressive-labor coalition that many thought was on its last legs," wrote San Francisco Chronicle columnists Philip Matier and Andrew Ross, declaring the election a "sea of change in Oakland politics."

Dellums, the first black elected to Congress from Northern California, was not planning to run for mayor. But he changed his mind after 8,000 people signed a "Draft Ron Dellums" petition to convince him to run. The key moment, his friends and supporters say, was when he was giving a speech at a local urban renewal celebration and the crowd spontaneously started chanting, "Run, Ron, run."

Rep. Barbara Lee (D-Calif.), an 11-year staff member and former intern for Dellums, said she was in the airport listening to the speech on her mobile phone and realized at that moment that Dellums would run.

"He was like a jazz musician, going in and out and you didn't know where he was going to go," she said. "Then there was a moment when there was a crescendo in the musical, and I thought, 'He's going to do it.'"

Now, Dellums is hoping he can help Oakland make a comeback similar to his own—the city in recent years has been plagued with crime and violence.

"The other candidates were touting their experience with the nuts and bolts of a city, but not moving things forward," said Dellums spokesman Mike Healy. "Ron is blending the nuts and bolts with a vision of a model city."

Dellums, who during his years in Congress earned a reputation as a deal maker despite his far-left ideology, wants to make Oakland a model for urban renewal: combating crime with community policing, providing alternatives for young people, working to improve health care and encouraging corporations to use green technologies.

"Ron is going to make Oakland a shining light in a sea of real desperation," Lee said. "I'm excited for the city of Oakland. Ron's involved young people and gotten them to care about the city's future."

Despite his age, Lee said Dellums really has connected with Oakland's youths.

"You should see him with the young people. It's a young people's campaign run by young people with Ron at the head," she said. "He's an eager, energetic, healthy, wise man."

In taking office, Dellums will be working with a few familiar faces from his old congressional staff. Not only is Lee filling his old spot in Congress, but Sandré Swanson,

Dellums' district director and senior policy adviser for 25 years, won the Democratic primary this month for California's 16th Assembly district, and Keith Carson, another former aide, is now the president of the Alameda County Board of Supervisors.

"There's a quiet storm taking place," Lee said.

#### IN RECOGNITION OF THE APPOINTMENT OF THE REVEREND DR. JIM HOLLEY

**HON. JOHN CONYERS, JR.**

OF MICHIGAN

IN THE HOUSE OF REPRESENTATIVES

*Wednesday, July 12, 2006*

Mr. CONYERS. Mr. Speaker, I rise to acknowledge the achievements of the Reverend Dr. Jim Holley, who has just been elected, by the members of the board of police commissioners, on July 1, 2006 to the position of, Chairman of the Board of Police Commissioners, Detroit, Michigan.

Reverend Dr. Jim Holley, was initially appointed to the Board of Police Commissioners in January 2004. Chairman Holley currently serves on the Citizens Complaints and Promotional Appeals Subcommittee and served as Vice Chair of the Commission prior to his election as Chairman of the Board.

Reverend Dr. Holley is the President of the Historic Little Rock Baptist Church. He has been pastor of the church for over 20 years. During this period of leadership, he made major accomplishments, such as: the creation of a facility for job training, development, and placement; acquisition of Little Rock Baptist Village, a housing development, and the acquisition of buildings in the community, as part of his outreach ministry.

Reverend Dr. Holley is the President and CEO of COGNOS Advertising Agency, at one time the only full service agency in Detroit. He is President and CEO of County Preacher Foods, Inc., the largest minority food distributor in the world. He is the Founder and Chairman of the Detroit Academy of Arts & Sciences. Chairman Holley is the Founder and President of East/West Cargo Airlines. He is also the Founder and President of Valet Systems of Michigan, a valet parking Company.

Chairman Holley holds several degrees. He has a Doctorate in Philosophy in Higher Education, from Wayne State University; and a Doctorate in Ministry in Economic Development, from Drew University. He holds three additional masters degrees and two bachelor degrees.

Reverend Dr. Holley is the author of several books, and is rated by the Detroit Free Press as one of the top five ministers in Michigan and was named Michigander of the Year by the Detroit News and by Crain's Business magazine as one of the "Foremost Voices in Detroit."

#### REAUTHORIZATION OF THE VOTING RIGHTS ACT

**HON. EDDIE BERNICE JOHNSON**

OF TEXAS

IN THE HOUSE OF REPRESENTATIVES

*Wednesday, July 12, 2006*

Ms. EDDIE BERNICE JOHNSON of Texas. Mr. Speaker, I rise today in strong support of

H.R. 9, the Reauthorization of the Voting Rights Act.

Our values, our freedom, and our democracy are based on the idea that every eligible American citizen has the right to vote. They also have the right to expect that their vote will be counted.

It was only 40 years ago that minorities lived under the oppression of Jim Crow. As a result, millions of Americans were unable to fairly participate in our democracy.

In this battle for the most basic of rights, many heroic Americans were imprisoned, beaten, or even killed in the name of freedom and justice. The Voting Rights Act changed the face of this Nation.

We have made amazing progress over the past 40 years. However, progress does not mean that we stop trying. We can not and must not give up until every American citizen has the access and opportunity to vote—regardless of their skin color, ethnicity, or language ability.

Despite our progress there are still thousands of cases of voter intimidation and discrimination reported at every election. Minorities continue to face the uphill battle of misinformation over polling locations, the purging of voter rolls, scare tactics, and inaccessible voting locations. The reality is that there are still some people out there who don't want minorities to vote.

The Voting Rights Act was not and never will be about special rights—it is about equal rights and ensuring the rights of every American voter. Now is the time to reauthorize this historic cornerstone of civil rights. It is imperative to our rights, our freedom and our democracy.

#### RACIST MEMORABILIA IN HARLEM: A SYMBOL OF THE CIVIL RIGHTS MOVEMENT

**HON. CHARLES B. RANGEL**

OF NEW YORK

IN THE HOUSE OF REPRESENTATIVES

*Wednesday, July 12, 2006*

Mr. RANGEL. Mr. Speaker, I rise today to enter into the RECORD, an article by Anthony Ramirez, titled "A Gift Shop in Harlem Finds Customers for Memorabilia of Racist America," published in the July 5, 2006 edition of the New York Times. Ramirez interviewed Mrs. Mary Taylor and Ms. Glenda Taylor, owners of a Harlem shop that sells collectibles from the Jim Crow era. While some (Black) residents find it offensive to see the display of the white robe of the Ku Klux Klan, others are as driven to collect these reminders out of a 'lest-we-forget' impulse.

Ms. Taylor said that the main reason that blacks collect objectionable objects is that they love and hate the item at the same time. They are a symbol of dehumanization of the African Americans through caricature that justified their political, social and economic oppression. This stereotyping of African-Americans perpetuated the belief that Blacks were unfit to be first-class citizens. At the same time, these "contemptible collectibles" are emblems of the civil rights movement and evidence of how much change has occurred and the positive changes that we take great pride in.

The Taylors liken their shop to a time machine. Older black customers, prompted by the

memorabilia, like to reminisce about the times gone by. As the elder Ms. Taylor said, if there is a shop like this, it should be in Harlem. I concur. These objects represent a painful period of our history. But they also symbolize the period when we rose up to claim our fundamental rights as human beings. I acknowledge that it is an ugly part of our heritage, but it should not be hidden away. It serves as a reminder of the era of Jim Crow and a warning that we should never forget the negative consequences of racism.

David Pilgrim, who is Black, argues that these "contemptible collectibles" either belong in a museum or in a garbage can, and not in stores. He runs a temporary museum with 5,000 racist objects and is trying to raise funds to establish a permanent Jim Crow Museum of Racist Memorabilia. The Taylors would like to establish a museum as well, but they too lack the funding.

Mr. Speaker, I bring this effort to preserve this history to the attention of my colleagues and to nongovernmental organization who might be interested in the creation of a museum display the momentos of the Jim Crow era and to serve as a concrete reminder to the Congress of the perils of exclusionary politics.

A GIFT SHOP IN HARLEM FINDS CUSTOMERS  
FOR THE MEMORABILIA OF RACIST AMERICA

(By Anthony Ramirez)

The day Glenda Taylor placed the white hood and white robe of the Ku Klux Klan in the window of her Harlem shop was one to remember.

At the foot of the Klan gown was an 1868 issue of Harper's Weekly depicting a dead black man, with the caption "One Vote Less." Passers-by of all races stopped, stunned, in front of her memorabilia shop, Aunt Meriam's, on West 125th Street, Ms. Taylor said.

One black woman dispatched her 10-year-old daughter into the shop to confront Ms. Taylor, 50, who is black. The girl, Ms. Taylor recalled, said something like, "How could you?"

Ms. Taylor and her mother, Mary Taylor, sell all manner of black memorabilia, including advertisements for the Cotton Club and playbills for a Broadway musical starring Sammy Davis, Jr.

But the Taylors and dealers like them also sell collectibles from the Jim Crow era—cookie jars, coin banks, matchbook covers, fruit-box labels, ashtrays, postcards, sheet music, just to name a few items—that portray blacks in grotesquely racist ways. Little boys eat watermelon. Men steal chickens. Women happily scrub and clean.

While selling such items in the heart of America's most famous black neighborhood might seem offensive, dealers say that blacks rather than whites tend to be the ones collecting the most repellent objects.

"Why do some Jews collect Holocaust material?" asked Wyatt Houston Day of the Swann Galleries in Manhattan, who organizes an annual auction of African-American. "Any people who endure a Holocaust tend to collect, out of a lest-we-forget impulse. It is very much akin to what happened to blacks, and the objects are just as vile."

With the civil rights movement, many whites became ashamed to keep their own racially caricatured bric-a-brac, or that of their parents and grandparents. The rise of the Internet caused prices to fall as attics and cupboards emptied and glutted the market on eBay and Yahoo auction sites. An especially prized type of cookie jar—the McCoy mammy jar—once sold for as much as \$600; it now sells for as little as \$50.

"The main reason that black people collect" objectionable objects, Glenda Taylor said, is "that they love that item and hate that item at the same time."

She added, "It's like the 'n' word. African-Americans are very good at turning a painful thing into something else."

For David Pilgrim, a sociology professor at Ferris State University in Big Rapids, Mich., however, the issue is starker. "This is the ugly intersection of money and race," he said.

Mr. Pilgrim, who is black, runs a temporary museum, with 5,000 racist objects. Stores, he argued, are not the proper surroundings for a thoughtful discussion of what he calls "contemptible collectibles."

He is trying to raise money to establish a permanent Jim Crow Museum of Racist Memorabilia ([www.ferris.edu/jimcrow](http://www.ferris.edu/jimcrow)). "To me," said Mr. Pilgrim, whose own collection makes up nearly half of the temporary museum's inventory, "this stuff is garbage. It belongs either in a museum or a garbage can."

Most historians date the Jim Crow era from 1877, when the federal occupation of the South ended, to 1965, when the Civil Rights Act guaranteeing basic rights for black Americans was passed. Jim Crow was an 1820's musical routine performed by white men in blackface, and the term became a synonym for discrimination and segregation. Jim Crow laws passed by Southern legislatures were a way for whites to roll back black gains after the Civil War.

But Mr. Day of the Swann Galleries said that derogatory objects were made in every state, including New York. "It is very much blacks through white eyes, not a region's eyes," he said.

Mary Taylor, 68, remembers growing up with mammy dolls and other racially stereotyped objects in Hallandale, Fla., near Fort Lauderdale. "We resented this stuff," said Ms. Taylor, a former administrator at Medgar Evers College. "It depicted us as ugly."

She added that blacks now looked at it differently. "We look at ourselves differently. A lot of black people don't have that inferiority complex anymore."

The Taylors scour garage sales, lawn sales, auctions, flea markets and estate sales in upstate New York, Pennsylvania and Florida for items. "The smaller the town, the better," because they tend to have more of the smaller auctions and estate sales, where prices are still low, the elder Ms. Taylor said.

Glenda Taylor, a former administrator for nonprofit education groups, said she got the 1920's Klan robe from "a white collector who got it from an estate sale from someone's attic," she said. The Taylors later sold the hood and robe for \$1,500 to a collector in Washington State.

The younger Ms. Taylor likens her shop, named after a favorite aunt, to a time machine. Older black customers, prompted by the memorabilia, like to reminisce, she said.

A black man in his 60's, looking at a "For Colored Only" reproduction in the shop, remembered the time when as a college student he had lunch in a Louisiana coffee shop. As he left, the white owner broke every dish he had used.

The next day, the black man, a drum major at nearby Grambling State University, brought the entire football team—all blacks—for lunch. They watched in satisfaction as the shaken white owner broke dozens of his dishes.

"If any type of shop like this should be, it should be here in Harlem," the elder Ms. Taylor said. "There should be a black museum. I would prefer that, if we had the money."

RAIL AND PUBLIC TRANSIT  
SECURITY

HON. JAMES L. OBERSTAR

OF MINNESOTA

IN THE HOUSE OF REPRESENTATIVES

Wednesday, July 12, 2006

Mr. OBERSTAR. Mr. Speaker, strengthening and enhancing the safety and security of our Nation's public transportation network is an urgent and critical need. Worldwide public transportation systems have been shown to be vulnerable targets for terrorist attacks, as exhibited by yesterday's horrific train bombing in India, which claimed at least 200 lives and injured at least 700 more.

I believe passenger rail and public transportation providers face a difficult challenge: To provide affordable, efficient, and safe transportation services in an open and readily accessible environment.

Our Nation's public transportation systems provide more than 9.5 billion transit trips annually on all modes of transit service. In addition, Amtrak provides service to more than 25 million passengers annually on 21,000 miles of routes. The extensiveness of these systems and the sheer volume of passengers who rely on public transportation make these systems an attractive target for terrorists.

Yet since September 11, 2001, the Nation has focused its attention primarily on aviation security. As a result, we have made a great deal of progress in aviation, but much still needs to be done for other modes of transportation. I am aware of the many initiatives taken by public transportation providers and Amtrak to enhance the safety and security of their passengers. I am also well aware of the security initiatives that the Federal Transit Administration, the Federal Railroad Administration, and the Transportation Security Administration, TSA, have embarked upon, but those efforts are not enough. This year, the United States will spend \$4.7 billion on aviation security. In contrast, the TSA has spent only \$387.5 million in grants on public transportation security over the last four years, even though five times as many people take trains as planes every day.

This House just passed legislation that will provide \$200 million for rail and transit security. Thanks to the efforts of the Gentleman from Massachusetts (Mr. LYNCH) and other Members, that's more than we have done in the past, but more funding is needed to ensure our Nation's passenger rail and public transportation systems are safe and secure.

Amtrak alone has requested more than \$100 million in security upgrades and nearly \$600 million for fire and life-safety improvements to tunnels on the Northeast Corridor in New York, Maryland, and Washington, DC. The American Public Transit Association, which represents transit agencies and commuter railroads, has identified an estimated \$6 billion in security needs to fully modernize and maintain the security of public transit systems. The lack of funding for safety and security measures endangers the Nation's critical public transportation infrastructure.

The incapacity or destruction of the Nation's transportation systems and assets would have a debilitating impact on our security, national economic stability, national public health, and safety. Our transportation stakeholders, State and local governments and private providers